



FEMA

August 10, 2006

Ms. Laura Kammerer
Deputy State Historic Preservation Officer
Office of Culture and Historic Preservation
500 South Bronough Street
Tallahassee, FL 32399-0250

RE: Notification of a Determination of "No Historic Properties Affected" for a Hazard Mitigation Proposal to repair and protect the City of Fort Pierce's Marina, St Lucie County.
FEMA 1545-DR-FL, PW 438

Dear Ms. Kammerer:

The City of Fort Pierce has requested Public Assistance funding from the Federal Emergency Management Agency (FEMA) to assist with a Hazard Mitigation proposal to protect the city's public marina, which was destroyed by the 2004 Florida hurricanes.

This grant provides Section 406 Public Assistance (PA) funding under the provisions of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (P.L. 93-288, as amended). The purpose of FEMA's Hazard Mitigation Program is to provide cost-effective funding to prevent or reduce the threat of future damage to the facility. It is the statutory obligation of FEMA to fulfill the requirements of Section 106. In conformity to its statutory obligation, FEMA has determined that this project constitutes a federally assisted undertaking requiring a Section 106 review. FEMA has also determined that the Area of Potential Effect for this undertaking is the individual facility. This determination is based on the authority granted under the Presidential Disaster Declaration FEMA-1545-DR-FL as amended.

The Fort Pierce City Marina was a 280 slip public marina located on the downtown waterfront on the western shore of the Indian River Lagoon. In an effort to protect the facility from future damages the applicant is proposing to construct a combination breakwater and wave attenuation system to include an artificial headlands reef, islands and a scour protection system. The final design for the marina protection system will be based on field data and engineering studies to determine the most efficient methods. One phase of the project calls for the construction of an artificial island (figures 1-2). The conceptual design study specified that sand for the island should be from the lagoon or nearby dredging projects if possible. Upland sand sources should not be used. In the event that other sources are required to gather the borrow materials, FEMA shall be notified of the sources and the areas examined to protect any archaeological and historical resources.

A FEMA historic specialist has conducted a historical and archaeological review utilizing the National Park Service's online National Register database and the FEMA-EST database to determine if any known

archaeological sites are located within the project area.¹ No known historic structures or archaeological sites were identified within the area of potential effect. The area is not represented in any existing surveys.

In accordance with Section 106 of the National Historic Preservation Act, FEMA is requesting your concurrence with our determination under Section 800.4(d)(1) a finding of “No Historic Properties Affected.”

This determination is in part based on the fact that the project area lies within the waters of the Atlantic Intracoastal Waterway. Beginning in 1883, the Florida Coast Line Canal and Transportation Company began construction of a 5 foot deep and 50 foot wide channel extending from the St Johns River to Biscayne Bay. Work continued until 1912. In 1927, Congress authorized construction of an 8 foot deep and 100 foot wide channel extending from Jacksonville to Miami. The channel was subsequently enlarged to 125 feet wide and 12 feet deep. Much of this work was undertaken under the Public Works programs. In 1960, the depth was reduced to 10 feet for the section from Ft. Pierce to Miami, which was completed in 1965. Since its completion the Corps of Engineers has been tasked with maintaining the waterway and insuring the channel width and depth remain operational. FEMA believes that the extensive maintenance and repairs to the waterway have greatly reduced the possibility that any historic marine resources will be adversely impacted by this project.

FEMA will place the following condition on the federal grant:

“If during the construction process any excavations uncover items which might be of archeological, historic or architectural interest, the applicant should make all reasonable efforts to protect the items and to avoid harm to the items until the significance of the discovery can be determined. FEMA and the SHPO should be notified immediately.”

If you have any questions, please contact William Henry, FEMA Historic Specialist or Richard Myers, FEMA Environmental Liaison Officer at 407.858.2788 or 407.858.2705 or by email at: William.Henry@dhs.gov or Richard.Myers@dhs.gov

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Sincerely,

William Henry
Historic Specialist
Environmental Section

cc: Richard Masters, FEMA Environmental Specialist
Cheryl Nash, FEMA Environmental Specialist

¹The FEMA-EST tools and reports provide information and analysis that help to select locations having the least impact on environmental and historic resources. The FEMA-EST is a customized version of the FL DOT's Efficient Transportation Decision Making (ETDM) Environmental Screening Tool.